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EXHIBIT

563

17476

November 23, 1992

Fred B. Stroud, OSC
USEPA Region IV
345 Courtland Street, N.E.
Atlanta, GA

Subject: Saad Trousdale Drive Site
Course of Action for the Franklin Brick Trench

Dear Mr. Stroud:

This will serve to confirm our previous conversations regarding the Franklin Brick trench and to request approval of a recommended course of action for activities in that specific area.

The Franklin Brick trench was excavated as part of the subsurface drum search/site characterization activities as described in Section 4.0 of the RA/FI Phase II Work Plan. The objective of the trenching was to perform activities required by the AOC to conduct a drum search and acquire additional analytical data for further site characterization. The additional data was to be compiled with existing RA/FI Phase I data to reevaluate response alternatives applicable to the site as a whole.

After obtaining the required access agreements and relocation of the Franklin Brick trailer, the trench was excavated. The trench was excavated a horizontal distance of approximately 45 feet and to a depth of approximately 12 feet. During trench excavation perched water was encountered along with stained soils and an oil-based sludge. These conditions were not unexpected and are typical of observations recorded in previous investigations. Trench waters were pumped from the excavation and soil samples were collected for analysis pursuant to the approved Work Plan. Sludge material, which flowed into the excavation from the direction of the adjacent railroad berm were removed from the excavation, segregated from the remainder of the materials and sampled for characterization and disposal. Similarly, the trench waters were containerized and sampled for disposal. According to the approved Phase II RA/FI Work Plan, the remaining trench materials were to be returned to the excavation to await development of response alternatives applicable to the entire site.

At this point, the Saad Site Steering Committee was told by the USEPA-OSC not to backfill the open excavation and to expand excavation into the railroad berm because the trench waters and oily sludge potentially posed a threat to the spring at Grassmere Park.



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Water samples collected from the trench (attached) demonstrate that these waters are not hazardous and contain no detectable levels of TCLP organics. The trench water was disposed of as non-hazardous waste waters at Tricil Environmental in Antioch, TN in accordance with your approval. Likewise, water samples collected from Grassmere spring (attached) by the USEPA TAT with split samples obtained by the Group show that these waters contain no detectable organic constituents using EPA's stated choice for constituents of concern. Samples of the sludge (attached) indicate that the material is not a hazardous waste per the Toxicity Leaching Characteristic Procedures (TCLP). The oil based sludge sample is being evaluated further with respect to characteristics of sulfide reactivity.

Based on the analytical results and in conformance with the approved Work Plan, we propose to place the excavated soils and materials except for the oil based sludge and trench waters in the trench as backfill. As this project is in the site characterization phase of activities, any response action for the railroad berm should include a well-planned and adequately engineered approach. We can then proceed to complete implementation of the approved RA/FI Work Plan and development of a comprehensive response strategy to address the entire site and the CSX railroad berm, if appropriate. Outlined below are several items which support this course of action.

1. Technical Impracticality

From an engineering perspective, and timing standpoint it would be impossible to excavate into the CSX railroad berm and complete Work Plan activities within the approved RA/FI Phase II Schedule. Considerable engineering work would be required as would approval of the activities by CSX and substantial additional equipment and space would be required to safely dig into the structure; it is conceivable that pilings would need to be driven in the berm, trench boxes or shoring of the existing trench would be mandated by OSHA regulations, and the communications line at the top of the berm would have to be relocated. Continued excavation into the railroad berm would require an integrated effort by CSX and Franklin Brick as their operations will be greatly affected. Digging into the berm would cause the railroad to close several tracks, and disrupt business at Franklin Brick. In order to remain on schedule, work on the berm should be postponed until a later phase of work. We are in the site characterization phase of activities; a response action for the berm, if required, should include a well-planned and adequately engineered approach.

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2. CSX Direction

CSX's position regarding the continued excavation of the berm area has been transmitted to the Group by their legal counsel. CSX will not allow any excavation to proceed below the standard roadbed as illustrated in cross-sections attached to their position letter (provided to Beth Davis by Drew Goddard). CSX personnel inspected the site and installed grading stakes to delineate the western limit of excavation. We are currently at the depth limit and western limit detailed by CSX. As provided in the CSX correspondence of 2 November 92, "The attached drawings show this line and CSXT cannot allow open excavation to extend beyond or inside this line since the C and D tracks are active main line tracks." This correspondence further indicates that "the current excavation, while not extending beyond the roadbed line, does create a significant risk of slope failure." CSX will require a detailed stabilization plan prior to any further excavation; the preparation of the plan and obtaining CSX approval would further impinge on the project schedule.

3. Perched Water Conditions

Subsurface hydrogeological conditions have been closely observed during trenching operations and the soil borings completed over the past year. Actual field conditions indicate that the water we are encountering in the shallow subsurface is perched or ephemeral in nature. During excavation activities we have repeatedly observed water at shallow depths (7-8 ft) in certain locations, and then after moving horizontally 10 ft we discover that we can dig to bedrock without encountering saturated conditions. The anomalous hydrogeologic setting is attributed to a preponderance of fill material at the site (i.e. large boulders with ample inter-boulder space for the accumulation of water) and a rather tight clay horizon that overlies the bedrock. In addition, the railroad berm, which is approximately 15-20 ft topographically higher than the site acts as reservoir for other water. When a trench is excavated along the berm we have observed the flow of water from the berm into the direction of the site.

4. Potential Off-site to On-site Migration

The only studies of which we are aware indicate a hydraulic gradient from northwest to southeast. Based on the studies and observations, as noted in No. 3 above recorded during the trenching operations, it is possible that migration onto the site from upgradient off-site sources could be occurring. This possibility would need to be assessed prior to the formulation of any plan for addressing the berm. The current open Franklin Brick trench is already off-site to the west. Digging further west and



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hydraulically upgradient of the potential receptor (spring) identified by EPA would not be prudent without this assessment.

5. Space Requirements

Materials excavated from the Franklin Brick trench and the open excavation present a severe space limitation for effectively completing the remainder of the site work. The work plan implementation will eventually be stopped until the work in the Franklin Brick trench is completed. We will continue implementation of the approved Work Plan and any amendments to the maximum extent possible.

6. Safety Hazard

The open excavation represents a health and safety risk. The open excavation is a legitimate safety hazard. EPA instructed the Group to leave the excavation open; the Group has taken reasonable precautions to limit access to the area but the potential instability of the berm presents a potential hazard to the public and CSX operations. As stated in No. 2 above, the current trench condition poses a risk of collapse.

In summary, the foregoing discussion explains the rationale to support the recommendation to put the excavated materials into the trench as backfill and proceed with completion of the Work Plan including development of response alternatives applicable to the entire site. Your expedited consideration of and written response to this request would be greatly appreciated. If no response is received within 10 days, the Saad Site Steering Committee will, in accordance with the approved Work Plan, backfill the Franklin Brick trench with excavated materials (excluding the oil based sludge and trench waters). If you have questions concerning the information provided, please contact me at (615) 691-5052.

Best regards,

Bennie L. Underwood
Project Coordinator

BU/lah

cc: Beth Davis
Saad Site Executive Committee